AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

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1-9. (cancelled)

10. (new) A drive unit for wheel comprising a rolling-bearing unit for supporting a wheel, a constant-velocity joint unit and a coupling member, to be connected to a differential gear having an output section,

the constant-velocity joint unit comprising a first constant-velocity joint having an output section and an input section, the input section being connected to the output section of the differential gear, a transmission shaft having an output end and an input end, the input end of the transmission shaft being connected to the output section of the first constant-velocity joint, and a second constant-velocity joint having an input section connected to the output end of the transmission shaft,

the rolling-bearing unit for supporting the wheel comprising an outer race having an outside end and being not rotatable even during use, a hub having an inside end and an outside end and a plurality of rolling bodies,

the outer race having an inner peripheral surface formed with an outer-ring raceway thereon,

the hub having an outer peripheral surface and comprising an installation flange for supporting the wheel, the installation flange being formed on the outer peripheral

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surface of the hub near the outside end on a portion that protrudes outward from the outside end of the outer race toward the outside, an inner-ring raceway that is formed near the inside end of the hub directly on the hub or by way of an inner race, such that the inner-ring raceway faces the outer-ring raceway, and a first fitting peripheral surface formed with a first spline section,

the rolling bodies being rotatably located between the outer-ring raceway and the inner-ring raceway,

the second constant-velocity joint comprising a second fitting peripheral surface located at an outside end thereof where the second spline section is engaged with the first spline section through a spline connection, and a housing section formed on an inside end thereof so as to function as an outer ring of the second constant-velocity joint,

the coupling member being adapted to deform elastically in the radial direction and located between and engaged with the first engagement section formed on the peripheral surface of the hub and the second engagement section formed on the peripheral surface of the second constant-velocity joint so as to position the hub and second constant-velocity joint in the axial direction, wherein the spline connection between the first and second spline sections engaged with each other is regulated in a clearance angle.